

5

## Screening and Evaluating Rail Ideas

Below are some evaluation criteria that likely will be used to assess proposed rail networks.

**Which evaluation criteria are the most important to you? Please circle your three most important criteria.**

☒ Maximize ridership/revenue potential

☐ Minimize operating and capital costs

☒ Maximize rail transit connections and accessibility

☐ Minimize impacts to freight service

☒ Maximize service to and promotion of transit-oriented development

☐ Minimize impacts to low-income/minority areas

☐ Allow for incremental implementation

☐ Minimize impacts to natural resources

**Are important criteria missing from this list? Please suggest additional criteria you believe should be considered.**

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## High-Speed Train Program

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*I think that the HST connect San Francisco directly is very important.*

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### Laying the Tracks for Bay Area Regional Rail

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### Land Use-Transportation Links

**A. Planning for Future Growth.** Congestion is a problem that is expected to grow as the region adds people and jobs. This station outlines a regional plan for managing that growth in such a way that links land use and transit — making it easier to get around while preserving the beauty and quality of life in the region. New transit-oriented developments include a mix of land uses such as housing, retail and services that are located around rail stations or key bus stops.

**Do you feel transit-oriented developments make sense for the Bay Area?** Yes/ No  
**For your community?** Yes/ No **For yourself?** Yes/ No **Please explain.**

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**B. A Rail Primer.** This station shows the Bay Area's vision for transit expansion, as well as planned rail projects in neighboring counties. Information on freight and ports describes the interactions between passenger and freight rail systems. Not all trains are the same, and rail car technologies also are explained.



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Maximize freight & ridership potential

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Central Valley High-Speed Train Program EIR/EIS."

Freight transport is the key to container shipping in Oakland. There is container gridlock! Alternative water shipping is no good. Need direct non-stop high speed freight trains from Oakland to Tracy/Stockton.

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**Do you feel transit-oriented developments make sense for the Bay Area?** Yes ☒ No ☐  
**For your community?** Yes ☒ No ☐ **For yourself?** Yes ☒ No ☐ **Please explain.**

Urban Density Oriented with Jobs within reach of mass transit: Bus/Trains

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- ③ MINIMIZE LENGTH OF TIME TO IMPLEMENT SERVICE.

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- ① CONNECTIONS WITH OTHER RAIL SERVICES.

- ② OPERATING COSTS.

- ③ CAPITAL COSTS.

- ④ IMPACTS ON WETLANDS/WILDLIFE HABITATS.

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**Do you feel transit-oriented developments make sense for the Bay Area?** ☒ Yes ☐ No **For your community?** Yes No **For yourself?** Yes No **Please explain.**

TRANSIT-ORIENTED DEVELOPMENT, MIXED-USE AND MIXED-INCOME.

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There is a real problem with minimizing impacts to low-income/minority areas. Ideally, these areas should become all income/all people areas, just as high-income/minority areas do as well. ~~You said~~ This statement seems to pre-suppose that rail will negatively impact low-income/minority areas, and not impact other areas at all. This seems to say that ~~your~~ the intent is to designate areas that you will harm, and restrict it to low-income/minority neighborhoods.

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The big question is what makes the few elite people who will use this service so important that everyone else has to spend thousands of dollars to subsidize trips on these routes a bit faster than they can be done today. We already have too many people whose actual travel costs to the economy are much more than every cent they pay in local, state and federal taxes. Our economy can't take much more of this.

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You should take this presentation to homeless shelter, and food banks and kitchens to explain the benefits that the people there would get from these proposals. Perhaps you will learn what is really important.

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**Do you feel transit-oriented developments make sense for the Bay Area? Yes No**  
**For your community? Yes No For yourself? Yes No Please explain.**

~~I~~ As long as transit is the only fully-accessible transportation by law, it makes more sense that all development be transit-accessible. Anything else is red-lining.

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**Are important criteria missing from this list? Please suggest additional criteria you believe should be considered.**

• maximize Federal funding for this project (or service)  
ie; figure out a way to make this project  
government provide 95% of funding for infrastructure  
get built (European model!!)

• connection to existing transit system (especially  
BART network)

• stable, escalating (keep price inflation) fund source

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- impact on Agriculture, LAND
- Potential for economic development (jobs) in the entire central valley corridor.
- Potential for housing development in the <sup>inner</sup> Bay Area counties
- impact of induced sprawl in Central Valley that would result from commuter rail expansion

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T.A.L.C.

Smart Growth America

Sierra Club

Urban Land Institute

Steve Wright McPork

Local Government Commission

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**Do you feel transit-oriented developments make sense for the Bay Area?** Yes No  
**For your community?** Yes No **For yourself?** Yes No **Please explain.**

We should be developing more housing in the Bay Area and make jobs in the central valley — this would alleviate the need for expensive rail expansions.

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Destination into San Francisco Transbay Terminal is too expensive. Destination from LA or Modesto should be into Oakland.

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| 1 | Maximize rail transit connections and accessibility               | Minimize impacts to freight service           |
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|   | Allow for incremental implementation                              | Minimize impacts to natural resources         |

**Are important criteria missing from this list? Please suggest additional criteria you believe should be considered.**

- 1) Land-use plan (State, Regional, Local)  
linked to High-Speed Rail Impacts
- 2) Design and mode of Infrastructure + Expansion  
(State & the ART) (Bridges)
- 3) Customer input, Bradley Marketing Director  
Management Built around the customer  
and not just operations model

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- Maximize Speed relationship to Fly times  
competition position.
- Link car and connecting transit to alignment  
and Infrastructure design.  
TOD's, car Rentals, Bikes, public Ride

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PTA. (AAA)  
Mineta Transportation Institute

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**For your community?** ☒ Yes ☐ No **For yourself?** ☒ Yes ☐ No **Please explain.**

need more affordable housing near urban areas, and  
within urban areas for incomes (\$75k - \$115k  
for a family of 3)

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How do you get to SF - which alignment allows the most efficient way

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we need more projects like the Fruitvale Transit Village not just in the urban core but also in suburbs

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HSR is "NICE TO HAVE" BUT THERE ARE MANY HIGHER PRIORITY USES OF CALIFORNIA'S SCARCE FINANCIAL RESOURCES. LET'S INVEST IN THE "MUST HAVES" FIRST.

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> John Cocker, Richmond & Pacific Railroad / Calif. Shortline Railroad Assn.

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**Do you feel transit-oriented developments make sense for the Bay Area?** Yes No  
**For your community?** Yes No **For yourself?** Yes No **Please explain.**

① If SMART is being supported through Marin, then open-space and development along the same corridor cannot be supported.  
② Residential development must be discouraged in the vicinity of freight rail development.

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*Cultural resources regarding existing railroad infrastructures. Specifically, upgrading existing train stations to promote cultural impact of the stations located in urban areas.*

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*How will autos & traffic to the stations - specifically parking; location to other transit systems; <sup>How will</sup> ~~where would~~ pedestrians or "foot" traffic be impacted?*

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### Laying the Tracks for Bay Area Regional Rail

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3

### Land Use-Transportation Links

**A. Planning for Future Growth.** Congestion is a problem that is expected to grow as the region adds people and jobs. This station outlines a regional plan for managing that growth in such a way that links land use and transit — making it easier to get around while preserving the beauty and quality of life in the region. New transit-oriented developments include a mix of land uses such as housing, retail and services that are located around rail stations or key bus stops.

**Do you feel transit-oriented developments make sense for the Bay Area?** ☒ Yes ☐ No **For your community?** ☒ Yes ☐ No **For yourself?** ☒ Yes ☐ No **Please explain.**

*Unlike Europe, transit-oriented use in the U.S. is woefully inadequate. In Europe stations are celebrated as a vital part of their community. If stations are appealing the area prospers.*

**B. A Rail Primer.** This station shows the Bay Area's vision for transit expansion, as well as planned rail projects in neighboring counties. Information on freight and ports describes the interactions between passenger and freight rail systems. Not all trains are the same, and rail car technologies also are explained.



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Maximize rail transit connections and accessibility

Maximize service to and promotion of transit-oriented development

Allow for incremental implementation

Minimize operating and capital costs

Minimize impacts to freight service

Minimize impacts to low-income/minority areas

Minimize impacts to natural resources

**Are important criteria missing from this list? Please suggest additional criteria you believe should be considered.**

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### High-Speed Train Program

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Just a comment! - Building more transportation options builds more community. Transit ideas like these can help us create a world that works for all!

Good work - you've done your home work!

# REGIONAL RAIL

next stop....the future!

November/December 2005

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How will you get the word out to Bay Area citizens about the merits of this plan?

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Transit makes it easier for people to get to their jobs w/out relying on highway travel or spending more on gas.

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**Are important criteria missing from this list? Please suggest additional criteria you believe should be considered.**

- Minimize door-to-door trip times for Maximum number of users.
- Minimize number of transfers.
- Maximize commercial + residential + cultural use of development of Stations/terminals.
- Does project connect to a Regional transfer hub + local transit systems.

6

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Time and speed - It is important to compete with air travel. For Every minute of travel time increases that advantage. I prefer the shortest route between SF + LA.

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People want transportation that is fast, comfortable, and meets our schedule needs. Currently, the development patterns ensure that automobiles meet that need. This must change because it lowers quality of life.

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- |   |   |
|---|---|
| Maximize ridership/revenue potential                              | Minimize operating and capital costs          |
| Maximize rail transit connections and accessibility               | Minimize impacts to freight service           |
| Maximize service to and promotion of transit-oriented development | Minimize impacts to low-income/minority areas |
| Allow for incremental implementation                              | Minimize impacts to natural resources         |

**Are important criteria missing from this list? Please suggest additional criteria you believe should be considered.**

It's a great idea to consider retrofitting BART to standard gauge, to lower all future costs of running the trains

6

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Consider copying the Japanese "Shinkansen" design so we can use their good trains

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Sfcityscape.com

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HERCULES  
PARKING GARAGE

FREIGHT - 85 HOUR FROM CALIFORNIA TO NEW YORK PRODUCE BY FAST TRAIN - TWICE A MONTH BY COMPANY THAT PAY WHOLE TRAIN

SEPERATE FREIGHT  
DO NOT SHARE TRACKS

6

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HIGH SPEED TRAIN TO SAN FRANCISCO  
AIRPORT /

EXCELLENT MEETING

REGIONAL RAIL

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CHAPARRAL RAINES HERCULES ~~CHAPARRAL~~ CITY COUNCIL  
510-787-4704

3

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HERCULES - HIGHWAY 80 TRAFFIC JAM

PARKING RAMP FOR PEOPLE TO TAKE THE TRAIN  
AREA WILL HAVE EXPRESS BUS/TRAIN/FERRY

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**Are important criteria missing from this list? Please suggest additional criteria you believe should be considered.**

- ① MAXIMIZE TOTAL SYSTEM COST-EFFECTIVENESS MEASURED BY FULLY ALLOCATED (& DEPRECIATING) COST OF CAPITAL (INCLUDING INTEREST) AND OPERATING COST PER NEW RIDER ATTRACTED TO THE SYSTEM.
  - ② DO NOT CONSIDER HSR INDEPENDENT OF REGIONAL RAIL
  - ③ SEPARATE FREIGHT AND PASSENGER FOR REGULATORY, CAPACITY, COST, COST-EFFECTIVENESS AND OPERATIONAL EFFICIENCY REASONS. MIXED-USE IS AN INCREASINGLY LOSING PROPOSITION AS FREIGHT CAPACITY CONTRACTS.
- 6 High-Speed Train Program**
- The California High-Speed Rail Authority, in partnership with the Federal Railroad Administration, is preparing a Program Environmental Impact Report/Environmental Impact Statement (EIR/EIS) to identify a preferred high-speed train alignment and station locations between the Bay Area and the Central Valley. Please tell us any issues, concerns or questions you believe should be addressed in this "Bay Area to Central Valley High-Speed Train Program EIR/EIS."
- ① HSR IS NOT SEPARATE FROM REGIONAL RAIL AND CANNOT BE STUDIED, PLANNED, IMPLEMENTED OR OPERATED IN VACUO.
  - ② SEE ABOVE COMMENT RE FULLY ALLOCATED COST EFFECTIVENESS MEASURE OF INFRASTRUCTURE CHOICES
  - ③ BEST PERFORMING CAPITAL INVESTMENT MAXIMIZES USE; REGIONAL SERVICE CAN <sup>USE</sup> HUGE AVAILABLE CAPACITY (~16 trains/direction/hour) OF HSR LINE, FAR BEYOND NEEDED CAPACITY FOR EXCLUSIVE LONG-DISTANCE "HSR" TRAVEL
  - ④ FRA VEHICLE DESIGN IS A RECIPE FOR DISASTER. ADOPT UIC OR JAPANESE DESIGN CRITERIA UNCHANGED

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WWW.ARCH21.ORG REGIONAL RAIL PLAN

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**For your community? Yes No For yourself? Yes No Please explain.**

WILL HAPPEN AS A RESULT OF MARKET FORCES. REALISTICALLY SPEAKING THERE ARE FEW GREENFIELDS IN PLAY; TOD IS A NICE POLICY, BUT ITS HAPPENING ANYWAY.

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Minimize ridership costs—  
make transit cheaper than alternative  
options for the public and low-income riders

6

### High-Speed Train Program

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Make cost of riding under \$90  
— needs to be cheaper to ride  
than Amtrak or plane

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More public notices on Muni/BART/Caltrain

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*Consider the expected passenger base — the most profitable customers are business travellers (from LA & elsewhere) and they aren't likely interesting in visiting the East Bay. They mainly want to visit downtown SF + Silicon Valley. Therefore the alignment must include the South Bay (i.e. Pacheco Pass) instead of Altamont.*

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*Ideally the various Bay Area transit agencies would be merged into a single coordinated agency.*

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*Transit-oriented devlpmnts make sense, but they are unrealistic in most parts of the Bay Area. Major transit investments should focus primarily on the high density urban core of SF, Oakland, Peninsula, and East Bay shore suburbs.*

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Make current stations to be better.

Balboa Plk should be one of the station that deserves huge bus stops like Millbrae BART. Need to make use of the space, need to update and modernize current stations, don't want to see new and old stations have big differences.

6

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Will the air travel business be affected?

Will HSR replace San Joaquin train (Amtrak)?

Some people may prefer trains not moving too fast — view scenery.

Time is not always a concern

Station location is also important — located

in downtown, air can't do this, need to educate other people the advantages of riding HSR.

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Santa Clara VTA — the planner of BART Extension, come here to talk about it!

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Absolutely. walk to station, high ridership, saves everyone's time and money

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Don't be constrained by the past or perceived funding issues. Think big about what is needed instead of tinkering w/ systems that are less efficient just b/c it's easier. We need to develop a strong plan first and then build consensus and the political will to raise the money to pay for everything. People will spend the money if they see the benefits. Likewise, not all projects or locations are deserving of significant support and investments should be channeled towards the top needs.

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- Shortest travel times from Bay Area to Southern California
- Shared infrastructure w/ commuter corridor rail
- Accessibility to the greatest number of potential riders
- Do it right, not just cheaply

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San Francisco Green Party  
1028A Howard St / SF, CA 94103  
Attn: Transportation Working Group

### Land Use-Transportation Links

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**Do you feel transit-oriented developments make sense for the Bay Area?** Yes No  
**For your community?** Yes No **For yourself?** Yes No **Please explain.**

We need to maximize the value of infrastructure by building transit & people as efficiently as possible to disincentivize sprawl. Built-in ridership as well as development fees will pay for capital improvement work.

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**Are important criteria missing from this list? Please suggest additional criteria you believe should be considered.**

I fully support linking alignment and station ~~site~~ assessment to land use.

6

## High-Speed Train Program

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Within Bay Area, I think it is most important to select an alignment that serves our three major centers - SF, SJ, and Oakland. ~~They~~ ~~should~~ The alignment should allow for <sup>equal</sup> ~~local~~ service to ~~and~~ ~~all~~ ~~of~~ ~~these~~ ~~cities~~. Let the existing rail services get local trips to these hubs - don't build too many HSR stations. The alignment out of the Bay Area should also be fast. Don't build so many stations in the Central Valley unless they can demonstrate their land use planning can justify the densities around the HSR AND local service. Increase local ~~etc.~~ services in the Central Valley and let them collect psgrs to a few HSR connecting stns.

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**Do you feel transit-oriented developments make sense for the Bay Area?** ☒ Yes ☐ No  
**For your community?** ☒ Yes ☐ No **For yourself?** ☒ Yes ☐ No **Please explain.**

I live in Oakland - the historic and perfect place for TOD. I commute to SF and would love to live in a new TOD - I currently live in an apartment complex close to BART but would love to see add'l investment in housing choices near transit.

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Affordability to passengers

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I would like to see The high speed rail system connect to Los Angeles, San Jose, San Francisco to Oakland, Sacramento, with hubs connections to Valley Cities.

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MORE FREQUENT SERVICE IS NEEDED TO ATTRACT RIDERS - EXISTING TECHNOLOGIES ARE BASED ON THE CONCEPT OF A TRAIN -

WE NEED SINGLE BART STYLE CAR COMING MORE FREQUENTLY.

6

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CURRENT HS TECHNOLOGIES ARE TOO EXPENSIVE - AND TOO SLOW -

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GEORGIA MONORAIL CONSORTIUM - DAVE GALLO - REP.  
3515 WEBSTER ST  
SAN FRANCISCO, CA 94123

3

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CONGESTION + POLLUTION + TRAFFIC ACCIDENTS MAKE PUBLIC RAIL TRANSPORT A REQUIRED NECESSITY - AUTOS ARE "KING" BECAUSE THEY OFFER CHEAP/CONVENIENT TRAVEL - PUBLIC RAIL MUST DO THE SAME

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**Are important criteria missing from this list? Please suggest additional criteria you believe should be considered.**

① Connectivity

↑ connectivity = ↑ ridership

The regional rail plan needs to address the need to attract new transit riders - not merely existing riders into new modes.

② maximize new transit riders, i.e. shifting the status quo from cars to transit.

## High-Speed Train Program

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CA HSR must serve downtown San Francisco.

The new Transbay Transit Center is being designed to accommodate HSR + will provide the key connectivity for the region.

San Francisco will undoubtedly continue to be the center of the Bay Area - and a more significant destination in the state than Oakland or San Jose will ever be. Don't shoot CA HSR in the foot by not having it come into downtown SF.

The Transbay Transit Center will provide the seamless connectivity to the rest of the region.

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The region can not afford to continue growing without TOD. We need to implement TOD as a first step in a necessary paradigm shift - Out of cars, towards clean air.

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|---|---|
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| Allow for incremental implementation                                | Minimize impacts to natural resources         |

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- Maximize potential for service (incl. future expansion) to San Francisco as the primary destination for business, leisure and long-distance commuters
- most cost-effective and shortest trip-time alternative should be selected
- minimize impacts on natural environment & protected environmental resources

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- Transbay Joint Powers Authority staff

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TOID is an important aspect of minimizing future demand for single-occupancy vehicle trips.

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MAXIMIZE USE OF EXISTING RAIL ROW

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AS PART OF THE ALTAMONT STUDY, RE-EVALUATE THE SAN JOSE AND OAKLAND CONNECTIONS. THERE ARE 3 RAIL ROUTES BETWEEN SJ & OAK AND ALL SHOULD BE STUDIED. ALSO THERE IS NO NEED FOR A HSR LINK TO OAKLAND WITH ADEQUATE BART SERVICE.

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HAL WANASELJA

TRAC HALWANA@COMCAST.NET

3

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HSR  
SCOPING  
COMMENT